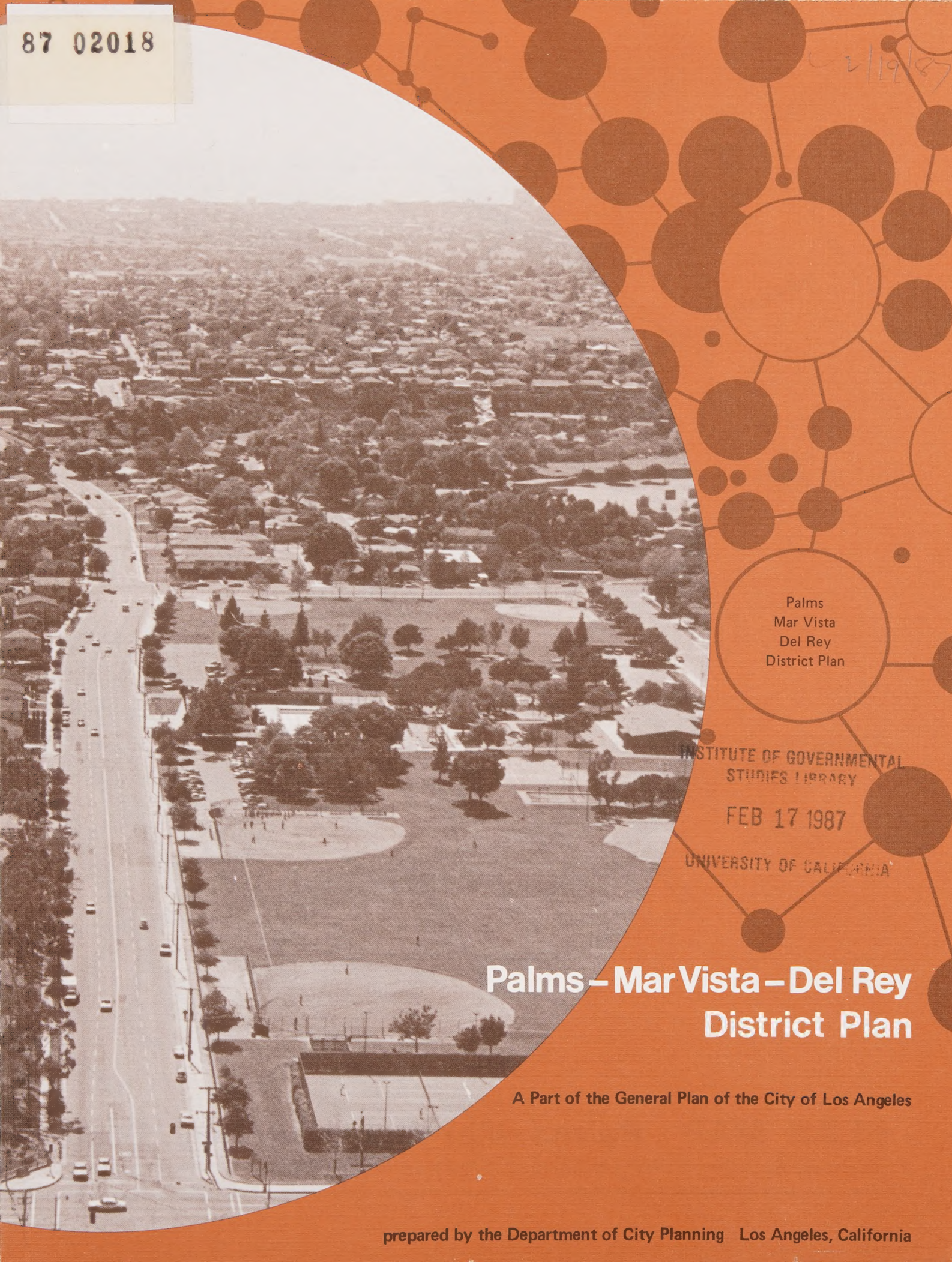


87 02018



Palms  
Mar Vista  
Del Rey  
District Plan

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

FEB 17 1987

UNIVERSITY OF CALIFORNIA

## Palms – Mar Vista – Del Rey District Plan

A Part of the General Plan of the City of Los Angeles





## Palms – Mar Vista – Del Rey District Plan • City of Los Angeles

The Palms - Mar Vista - Del Rey District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

### PURPOSES

#### USE OF THE PLAN

The purpose of the Palms - Mar Vista - Del Rey District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on land use and various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan map is *not* an official *zone map* and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as twenty years into the future, it designates more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

#### OBJECTIVES OF THE PLAN

1. To coordinate the development of Palms - Mar Vista - Del Rey with that of other parts of Los Angeles and the metropolitan area, as proposed in the General Plan.
2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities

required to accommodate population and activities projected to the year 1990.

3. To make provision for housing of such types, sizes and densities as is required to satisfy the varying needs and desires of persons of all income levels, maximizing the opportunity for individual choice within the constraints imposed by land availability, land and development costs, and population growth.

4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.

5. To provide a basis for the location and programming of public services and utilities, and to the extent reasonable coordinate the phasing of public facilities with private development.

6. To make provision for a circulation system coordinated with land uses and densities which is reasonably adequate to accommodate traffic movements, and for the expansion and improvement of public transportation service.

7. To promote economic well-being and public convenience through:

- a. the allocation and distribution of commercial lands for retail, service and office facilities, in quantities and patterns based on accepted planning standards and principles;

- b. provision for places of employment within the District, and transportation facilities serving places of employment in adjacent communities;

- c. the designation of land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and the imposition of such restrictions on the types and intensities of industrial uses as are necessary to this purpose.

### POLICIES

The Palms - Mar Vista - Del Rey District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for through the designation of appropriate land use patterns and densities and the provision of the necessary circulation capacity and public facilities. This Plan is designed within the framework of the Los Angeles General Plan.

It is proposed that efforts be undertaken to bring about the annexation of the large unincorporated County area contiguous to Del Rey. Further, negotiations should be undertaken to effect a more regular boundary between the Cities of Los Angeles and Culver City.



## LAND USE

### HOUSING

#### STANDARDS AND CRITERIA:

Property in residential zones permitting densities in excess of those shown on the Plan Map shall be reclassified to zones corresponding to the designated densities.

Apartments should be soundproofed and be provided with adequate usable open space.

#### FEATURES:

The Plan proposes that the low-density residential character of Palms - Mar Vista - Del Rey be preserved, and that single-family residential neighborhoods be protected from other types of uses.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family housing should be made available to all persons regardless of social, economic, and ethnic backgrounds, to the extent possible. Additional low and moderate income housing is needed in all parts of the City.

#### The proposed residential density categories and their capacities are:

RESIDENTIAL DENSITY	DWELLING UNITS PER GROSS ACRE*	PERSONS		POPULATION CAPACITY	PERCENT OF POPULATION CAPACITY
		PER GROSS ACRE	GROSS ACRES		
Low	3+ - 7	16 - 20	2,626	47,500	36.1
Low-Medium	7+ - 24	20 - 75	119	5,000	3.8
Medium	24+ - 40	50 - 100	907	65,000	49.4
High-Medium	40+ - 60	80 - 120	104	14,000	10.7
TOTALS			3,756	131,500	100.0

\*Gross acreage includes streets

No increases in densities are proposed for predominantly single-family residential neighborhoods.

### COMMERCE

#### STANDARDS AND CRITERIA:

The commercial lands (not including associated parking) designated in this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

1. 0.6 acres per 1,000 residents for neighborhood or convenience type commercial areas; sites (including parking) will normally have areas of 2 to 10 acres.
2. 0.2 acres per 1,000 residents for community shopping and business districts, including service uses and specialized commercial uses; sites (including parking) will normally have areas of 10 to 30 acres.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional shopping area as specified on the Plan Map, and at a ratio of not less than two square feet for each square foot of floor area for Limited and Highway-Oriented commercial uses. All parking areas shall be separated from residential uses by means of at least a solid wall and landscaped setback.

Parking should be provided to the rear of strip commercial areas

to serve as a buffer for residential uses and to provide parking for commercial establishments.

#### FEATURES:

The Plan provides approximately 278 acres of commercial and related parking uses.

The Plan proposes the expansion of commercial uses along Motor Avenue to serve as a focus for the northeastern portion of the District, and consolidation of commercial uses on Overland Avenue south of Palms Boulevard.

### INDUSTRY

#### STANDARDS AND CRITERIA:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance of residential locations.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area, but not less than one stall for each employee on the main shift.

On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and landscaped setback.

#### FEATURES:

The Plan designates approximately 395 acres of land for industrial uses. This land is concentrated in the southern portion of the District primarily along the Marina Freeway, and in the northeastern tip of the District.

To preserve this valuable land resource from the intrusion of other uses and to insure its development with high quality industrial developments in keeping with the urban residential character of the District, the Plan proposes classifying industrial land in restricted industrial zoning categories, such as MR Zones, where applicable.

### CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the Palms - Mar Vista - Del Rey District and thus the highways and streets of the District need to accommodate traffic generated both within and without the District. To accommodate the projected traffic of the District, the circulation system proposed in the Plan will eventually have to be supplemented by a greatly improved public transportation system and/or additional highways and freeways. Unless such additional transportation facilities are provided, acute traffic congestion will result in some parts of the District. Notwithstanding these traffic forecasts, additional highways and freeways are not recommended in the Plan because such improvements would have a more adverse environmental impact upon the District than the traffic congestion anticipated without the improvements.



## STANDARDS AND CRITERIA:

Highways and Collector and Local Streets shown on this Plan shall be developed in accordance with standards contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

Design characteristics which give street identity, such as curves, changes in direction and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways, and freeways when developed should be designed and improved to be in harmony with adjacent development and to facilitate driver and passenger orientation.

## FEATURES:

This Plan incorporates and amends the Highways and Freeways Element of the General Plan. Collector Streets are shown in the Plan to assist traffic flow toward Major and Secondary Highways. Barrington Avenue, north of Navy Street is designated as a Secondary Highway. Barrington Avenue south of Navy Street, and McLaughlin and Slauson Avenues are designated as Collector Streets. These streets should connect and form one continuous arterial. Centinela Avenue and Bundy Drive, between Pico and Venice Boulevards, are designated as Major Highways. Any future widening of Centinela Avenue shall not cause the displacement of businesses nor the removal or modification of structures in the segment between Short Avenue and Wagner Street. Alla Road between Washington Boulevard and Maxella Avenue, Walgrove Avenue, Inglewood Boulevard north of Venice Boulevard, Beethoven Avenue north of Short Avenue, Palms Boulevard between McLaughlin and Walgrove Avenues, and Exposition Boulevard between National Boulevard and Bagley Avenue, are designated as Collector Streets.

Right-of-way acquisitions should be confined where appropriate to properties along one side of streets to be widened.

The railroad rights-of-way along Exposition and Culver Boulevards should be landscaped and maintained in good condition.

## SERVICE SYSTEMS

### STANDARDS AND CRITERIA:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location as expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with standards contained in the Service Systems Element of the General Plan.

The Plan designates two standard types of local parks, based on 1990 projected needs:

1. Neighborhood Recreation Site: 1 acre/1,000 residents; minimum size 5 acres; service radius ½ mile; and

2. Community Recreation Site: 1 acre/1,000 residents; minimum size 15 acres; service radius 3 miles.

## FEATURES:

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be landscaped so as to facilitate after-hour recreational use.

Five new Neighborhood and two new Community parks are proposed.

The Plan proposes utilization of flood control and power line rights-of-way for open space purposes and hiking trails, where appropriate.

The 15-acre Water and Power reservoir site along Centinela Avenue south of Rose Avenue serves as a desirable open space amenity and is designated as such on the Plan. Recreational use of the site compatible with proposed reservoir operations should be continued.

When an "open space" classification is established in the Zoning Code, all railroad rights-of-way should be designated in this classification, with the exception of those bounded by industrial zones.

Bicycle routes are proposed along the Ballona Creek and Sepulveda Flood Control Channel; Military Avenue along National Boulevard and Queensland Street; the railroad rights-of-way; and along Exposition and East Boulevards between Venice and Washington Boulevards. On bicycle trails separate from streets, motorcycles and similar vehicles should not be permitted. In addition, careful consideration should be given in the design of such bicycle trails to minimize possible nuisance and disturbance to adjoining property and to protect rights of security and privacy.

## PROGRAMS

These programs establish a framework for guiding development of the Palms - Mar Vista - Del Rey District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

### I. PUBLIC IMPROVEMENTS

#### A. CIRCULATION

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions should be undertaken:

1. Continued development of the highway and street system in conformance with this Plan.

2. Where possible, the prohibition of parking along major and secondary arterials to facilitate their full utilization and thereby improve circulation.

3. Improvement of the public transportation service in the District.

4. Strong efforts to bring about a system of bicycle trails coordinated with systems in adjacent communities.



## **B. RECREATION, PARK AND OPEN SPACE**

Acquisition, expansion, and improvement of needed local parks throughout the District should be accelerated, where feasible.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly-owned open space.

## **C. OTHER PUBLIC FACILITIES**

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services. New power lines should be placed underground, and a program for the undergrounding of existing lines where feasible should be developed.

## **II. PRIVATE PARTICIPATION**

Citizens groups, industry and chambers of commerce are encouraged to undertake private actions for community improvements such as:

A. Initiation by property owners, particularly in the area along Venice Boulevard, of programs to increase off-street parking facilities serving adjacent shopping areas.

B. Initiation by property owners of programs to increase off-street parking facilities serving apartment development in the area.

C. Promoting street tree planting programs within the publicly-owned parkways in commercial areas.

D. Sponsoring clean-up and beautification programs to improve the general environment. This should include promotion of a landscaping program along railroad rights-of-way.

## **III. HOUSING**

The quality of housing in the southern half of the District is in need of selective improvement. To maintain existing housing and upgrade deteriorating homes, the following actions should be taken:

Where appropriate (depending on location and condition), rehabilitation of residential areas should be promoted.

Publicly financed assistance should be made available to low income residents and owners of property in residential areas designated for rehabilitation.

As funds become available, increased emphasis should be placed on federally aided rehabilitation projects such as 23, 117, and 312, to enable residents to sustain the quality of their homes.

## **IV. PLANNING LEGISLATION**

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

A. **Townhouse Zoning:** Attached single-family housing, individually owned, which would provide greater economy of the land utilization and be suitable for Low-Medium density residential areas.

B. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking or other use purposes.

C. **Vertical Zoning:** Provision for residential use of upper floors of high-rise structures, or other appropriate combination of uses.

D. **Site and Building Design:** Provision for improved site and building design standards, through either legislation of design standards or the requirement of site plan review, including consideration of recreation space in apartment developments and, where practical, along service or frontage roads.

E. **Property Improvement Tax Relief:** Revision of tax laws to provide incentives to property owners to make improvements on their properties.

F. **Institutional Zoning:** A new zone which would preserve in the present use those facilities used for the public good, such as schools, hospitals, and orphanages.

G. **Open Space Zoning:** A new zone which would ensure the preservation of public and private open space and recreation areas.

H. **Parking Requirements:** Standards and procedures for decreased parking requirements for housing for the elderly.

I. **Highway Oriented Commercial Zoning:** A new zone which would ensure off-street parking facilities and/or drive-through capabilities for commercial activities on Major and Secondary Highways.

J. **Open Space Tax Relief:** Inclusion in the City's Annual Legislative Program (submitted to State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

K. **Railroad Beautification:** Support by the City for the adoption of State legislation requiring railroads to landscape their property through residential areas.

L. **Residential Tax Relief:** Support by the City for State legislation which would require counties to assess single-family homes on the basis of single-family use if the adopted plan for the area designates them as stable single-family areas.

M. **Signs:** Strengthening of billboard and other commercial sign controls.

N. **Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

O. **Annexations:** Straightening the City boundary and annexing unincorporated islands and fringe areas which could most appropriately be planned and developed as a part of the City

## **V. ZONING ACTIONS**

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. It is the intent of the City to initiate redesignations to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.





LAND USE

HOUSING

[Yellow]	Low <sup>1</sup>	3+ TO 7	R1,RS,RD6 <sup>3</sup>
[Light Orange]	Low Medium <sup>1</sup>	7+ TO 24	R2,RD5,RD4, RD3,RD2,RD1.5
[Orange]	Medium <sup>1</sup>	24+ TO 40	R3
[Dark Orange]	High Medium <sup>1</sup>	40+ TO 60	R4

Dwelling Units Per Gross Acre <sup>2</sup>	Corresponding Zones	Single-Family Housing Total Acres 50.7 % of Total Area 13,500	Total Housing Total Acres 3,756 % of Total Area 72.5 Dwelling Unit Capacity 51,500 Population Capacity 131,500
		Multiple-Family Housing Total Acres 1,130 % of Total Area 21.8 Dwelling Unit Capacity 38,000	

COMMERCE/PARKING

[Light Pink]	Limited <sup>1</sup>	CR,C1,P
[Pink]	Highway Oriented <sup>1</sup>	CR,C1,C2,P
[Dark Pink]	Neighborhood and Office <sup>1</sup>	CR,C1,C2,C4,P
[Red]	Community <sup>1</sup>	CR,C2,C4,P,PB

Commerce/Parking Total Area 278 % of Total Area 5.4
---

INDUSTRY/PARKING

[Light Blue]	Commercial Manufacturing <sup>1</sup>	CM,P
[Blue]	Limited <sup>1</sup>	MR1,M1,P
[Dark Blue]	Light <sup>1</sup>	MR2,M2,P

Industry/Parking Total Area 395 % of Total Area 7.6
---

PUBLIC AND QUASI-PUBLIC LAND

[Green]	Recreation and School Sites
[Light Green]	Other Public Land
[Dark Green]	Quasi-Public Land
[Patterned Green]	Open Space

Public and Quasi-Public Land Total Area 750 % of Total Area 14.5
--

SERVICE SYSTEMS<sup>4</sup>

SCHOOLS

[E]	Elementary
[E]	Elementary-Private
[JH]	Junior High
[SH]	Senior High

RECREATION SITES

[Person]	Neighborhood
[Group of People]	Community
[Golf Club]	Golf Course

OTHER FACILITIES

[Library]	Community Library
[Fire Station]	Fire Station
[Health Center]	Health Center
[Historical Site]	Historical Site
[Police Station]	Police Station
[Power Distribution Station]	Power Distribution Station

CIRCULATION

FREEWAY

[Thick Line]	Freeway <sup>5</sup>
--------------	----------------------

HIGHWAYS

[Double Line]	Divided Major Highway
[Thick Line]	Major Highway
[Thin Line]	Secondary Highway
[Dashed Line]	Collector Street
[Thin Line]	Local Street <sup>5</sup>

OTHERS

[Wavy Line]	Bikeway
[Crossed Line]	Railroad

- NOTES:
- Height District No. 1
  - Gross acreage includes streets.
  - RD6 permits apartments and attached housing.
  - Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
  - Local streets and freeway interchanges are shown for reference only.
  - That portion of the Santa Monica Airport within the city limits of Los Angeles is proposed for low density residential use, but shall not be developed with this use as long as the airport is in operation.
  - The area bounded by Mindanao Way, Glencoe Avenue, Alia Road and the Route 90 Freeway shall be developed with only those uses permitted in the C4 Zone. Additional Commercial and Industrial uses corresponding to the MR-1, MR-2, M1 and P Zones may be permitted where proper buffering and protection of adjacent residential properties can be shown.







**Tom Bradley**, mayor

**CITY COUNCIL**

**Pat Russell**, president

**Ernani Bernardi**

**Hal Bernson**

**Marvin Braude**

**David S. Cunningham**

**Robert Farrell**

**John Ferraro**

**Howard Finn**

**Joan Milke Flores**

**Gilbert W. Lindsay**

**Joy Picus**

**Arthur K. Snyder**

**Joel Wachs**

**Michael Woo**

**Zev Yaroslavsky**

**James Kenneth Hahn**, city attorney

**Rick Tuttle**, controller

**CITY PLANNING COMMISSION**

**D. Garcia**, president

**S. Neiman**, vice-president

**R. J. Abernethy**

**S. Botwin**

**W. G. Luddy**

**DEPARTMENT OF CITY PLANNING**

Calvin S. Hamilton, director of planning

Kei Uyeda, deputy director of planning

**COMMUNITY PLANNING AND  
DEVELOPMENT DIVISION**

Arch D. Crouch, principal city planner

**COMMUNITY PLANNING SECTION**

Franklin P. Eberhard, senior city planner

**Project Staff**

Robert Rogers, project manager

Roy Kanetomi, project coordinator

Mike Tharp, project coordinator

Larry Larson, planning assistant

**GRAPHICS SECTION**

Gene Wolfe, graphics supervisor

**Publications Unit**

Phil Watson, unit head

Leona Laverty, layout and design

**Cartography Unit**

Tom Genc, senior cartographer

Henry Higa, cartographer

Joyce O'Dell, cartographer

*For further information regarding this plan, please contact:  
Raymond I. Norman, Secretary, City Planning Commission  
485-5071 refer to CPC 23037*

APPROVED: CITY PLANNING COMMISSION  
ADOPTED: CITY COUNCIL

10-28-82  
3-30-83

